

Racing Rules of Conduct

This document contains all official racing rules to be applied in all series of League Racing Australia. Specific rules may vary by series, however such divergence will be duly notified and authorised within the body of the document.

Wherever possible, the provisions in this document reflect or copy verbatim the official rules of the 2017 Formula 1 season, courtesy of the FIA. You may find said official rules appropriately titled: 'Formula One – Sporting Regulations – 2017' (dated 9 March 2017) here:

<http://www.fia.com/file/54256/download/18381?token=IMCfyJzf>

and the International Code of Driving Conduct on Circuits, appropriately titled: 'Appendix L to the International Sporting Code' (dated 21 December 2016) here:

<http://www.fia.com/file/51915/download/12831?token=ziXi6ac7>

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1.0 Dictionary

1.1 Definition of 'track'

Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.

1.2 Definition of 'pit entry'

The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

1.3 Definition of 'pit exit'

The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit"

1.4 Definition of 'incident'

An incident is any on-track misdemeanour or suspected breach of these 'Racing Rules of Conduct'.

2.0 Corner Cutting

2.1 Track Limits

Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason.

4.0 Re-entry to Track

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage.

2.3 Opportunity to Redress

At any time, a driver may give back a place to a car illegally passed off-track, or slow down to give back the whole of any advantage said driver gained by leaving the track. Doing so will alleviate the penalties applied by the Stewards Board.

2.4 Persistent Extension of Limits

Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to

the Stewards Board and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

2.5 Crossing Pit Entrance Line

Except in cases of force majeure (accepted as such by the Stewards Board), the crossing, in any direction, of the line separating the pit entry and the track is prohibited.

2.6 Crossing Pit Exit Line

Except in cases of force majeure (accepted as such by the Stewards Board), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.

3.0 Overtakes

3.1 Blue Flag Situations

A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity.

3.2 One Change of Direction

More than one change of direction to defend a position is not permitted.

3.3 Proper Defence

Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.

3.4 Impeding During Qualifying/Practice

A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is clearly faster during a qualifying or practice session, the driver must allow the faster driver past at the first possible opportunity.

4.0 Collisions

4.1 Immediate Incident

All collisions are characterised as an immediate on-track misdemeanour and warrants inspection.

5.0 Liability

5.1 Complete Fault

Unless it is clear to the stewards that a driver was wholly or predominantly to blame for an incident no penalty will be imposed. To that extent, drivers who protest against another driver should defer to the Stewards Board 'with clean hands', because *ex turpi causa non oritur actio* ("from a dishonourable cause an action does not arise").

5.2 Evidentiary Onus

At any time following an accident or incident competitors must make their evidence for review available and accessible to the Stewards Board. Without sufficient evidence, the Stewards Board may decline to make a finding of fact.

6.0 Technical

6.1 Tyre Composition

Any driver who uses a set of tyres of differing specifications to those allowed pursuant to the 'Series Regulations' during the event may not complete more than three laps on this set before changing them for a different set of tyres. A penalty under Rule 7.2 will be imposed on any driver who does not change

tyres within three laps. For the avoidance of doubt, a set of tyres of differing specifications to that of the series homologation will not be considered when assessing the number of specifications used during the race.

6.2 Series Regulations

A failure of a car to comply with the 'Series Regulations' homologation will result in a penalty under rule 7.5 for the relevant driver. A failure of a driver to observe the restrictions laid out within the 'Series Regulations' document will result in a penalty under rule 7.5 for the relevant driver.

7.0 Penalties

7.1 5 Second Time Penalty

A person who exercises judicial power may apply a five-second time penalty to a driver. In such cases five seconds will be added to the elapsed race time of the driver concerned.

7.2 10 Second Time Penalty

A person who exercises judicial power may apply a ten-second time penalty to a driver. In such cases ten seconds will be added to the elapsed race time of the driver concerned.

7.3 Drive-through Penalty

A person who exercises judicial power may apply a drive-through penalty to a driver. Within the next race, the driver must enter the pit lane exactly one lap after already electing to enter the pits within the race. Said driver may change any tyres, take on any additional fuel or otherwise make repairs to the car that they may elect. If said driver never elects to pit within the next race, the penalty will be applied at the subsequent race, and so on, until the penalty is served.

7.4 Last Row Grid Position

A person who exercises judicial power may apply a last-row grid position penalty to a

driver. Within the next race, the driver must not participate in qualifying. Said driver may however start the race at a higher position than any other driver who did not participate in qualifying at their own volition.

7.5 Disqualification

A person who exercises judicial power may apply a disqualification penalty to a driver. The driver will have their race result nullified and accrue no success-based points to their championship position.

7.6 Suspension

A person who exercises judicial power may apply a suspension penalty to a driver. The driver will be barred from participating in the next scheduled race event.

8.0 Alteration

8.1 Variation by Referendum

This document may be varied by official referendum housed in a forum thread on our website appropriately titled 'Season (#) Referendum', with '(#)' denoting an Arabic numeral corresponding with the preceding season's designated number.

8.2 Variation by Executive Power

This document may be varied by executive power of the owner of LeagueRacingAustralia.com only where the owner has made it explicitly clear via the 'Latest News' page of our website, that:

- a) The 'Racing Rules of Conduct' document will be varied;
- b) The specific provision/s to be amended is/are quoted in full, and the correct, amended provision/s is/are published in full; and
- c) The amendments will take hold after a minimum period of one month has passed since publication on the 'Latest News' page, with specific date upon which the amendments will take place.

In such circumstance, this document may be varied to the explicit extent of the amendments as published, and on or after the date as published within the communiqué.